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# NATIONAL HOT ROD WORLD CHAMPIONSHIP



## OVAL RACING'S PREMIER WEEKEND



## 1988 IPSWICH SPEEDWEEKEND JULY 2 & 3

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## FLAG SIGNALS

**RED:** Stop racing

**GREEN:** All clear to race

**YELLOW:** Keep racing with caution. *No overtaking. This applies until green flag is shown*

**BLUE:** Hold your racing line (Rod Formulas only)

**BLACK AND WHITE CHEQUERED:** Race winner

**BLACK:** Leave track (disqualified)

**WHITE FLAG, BLUE SPOT:** Oil or debris on raceway

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You are present at this meeting entirely at your own risk and admission is subject to the condition that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the track and the drivers and owners of the vehicles and passengers in the vehicles are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

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## A WORD FROM OUR SPONSORS



**BRIAN CLAPSON**  
Managing Director  
Avon Tyres Limited.

Welcome to the 1988 World Hot Rod Championship final, which Avon Racing is delighted to co-sponsor this year with Kent Cams.

Avon's motor racing service now extends to all areas of two, three and four-wheel racing except Formula One and we are particularly pleased with our long, close and continuing association with Hot Rod racing at national and international level.

Hot Rod racing is synonymous with speed, spectacle, drama and, above all, driving skills of the highest order.

We wish all the competitors who have fought their way through the preliminaries every success in the final.

May the best man win and may we all enjoy another superlative weekend.

For the last seven years Kent Cams have powered the National Hot Rod World Champions to victory. Kent Cams are pleased to be the co-sponsors of this years Hot Rod World Championship & Speed Weekend along with Avon Tyres, here at Foxhall Heath.

During the weekend please come along to our Marquee in the pit area where you will find our sponsored driver and last years winner George Polley; two cars will be on display along with lots of goodies.

I would like to wish all drivers lots of luck during the Weekend, especially those using Kent Cams in the various formulas racing at Foxhall Heath.

Make sure you put yourself on top, and contact the specialists in cam shafts and value train components at Kent Cams of Folkestone. Have a nice Weekend.



**BOB MUNT**  
Director, Kent Cams.

Welcome race fans to yet another Great World Final.

I think this year it will be a brave man that will even attempt to forecast the winner, with so many possible World Champions all in one race. Throughout this programme I am sure there will be many writers with their various views on who will win and who will lose. All of these views of course are pure guess work, but I will give you the correct results! So if you wish to go home on Saturday and not wait until Sunday for the Final, here are the first three:- 1st (306) George Polley, 2nd (351) Barry Lee, 3rd (303) Jeff Simpson, now if you believe this you will believe anything. When the race is over don't forget it was me that told you.

The World Final being the main attraction of the weekend does not take any of the shine away from any of the other Formulas' racing. Each and every one has their loyal following and they have their own thrills and spills to entertain you over the weekend.

At the time of writing this (into mid June) we have had rain, rain, and more rain, so I am just hoping that the sun has decided to shine this weekend. I think warm and sunny weather is just as much an attraction over the weekend as the racing.

Regardless of anything I am sure you will have an enjoyable weekend. I would like to thank all the officials, workers and helpers for the many endless hours they will work, and their patience with some of the problems they get. To all of you thank you for your efforts, I hope it will continue for a long time.



**LES EATON**  
CHAIRMAN, SPEDEWORTH INTERNATIONAL



# SETTING THE SCENE

by Jim Gregory

Once again, its time for Europe's greatest racing spectacular - the annual Ipswich Spede Weekend. Drivers, officials and supporters coming together from many regions and nations, the Heath packed with tents, trailers and caravans, a full stadium and the prospect of 27 races crammed into an action packed two days all combine to make the Ipswich atmosphere so unique, and so special to anyone who has ever sampled it. As always, the National Hot Rod World Championship is the centre piece, but there's so much good racing over the two days from all the competing formulas which, however different they may be from the Rods, always manage to play their very important part in bringing the whole thing together. The big race itself is on the now traditional Sunday afternoon but either side of it theres plenty of action, excitement and not a little fun guaranteed to produce another memorable weekend. And a new World Champion? We'll know by

around 4 o'clock on Sunday afternoon but in the meanwhile wherever you normally watch your racing, be it in the South East, the South West, the Midlands, Scotland, Ireland, Germany, Belgium or Holland, we here at Spedeworth International hope that you have a very enjoyable two days and that you'll be back again in 1989 to share in the unique experience of the Ipswich Spede Weekend.

Finally, don't forget that there's another two day spectacular in just two weeks time when Wisbech Stadium hosts a double World Championship meeting - for the Stock Saloons and the Ministox. If you've never been there before let me tell you that a great many people, me included, believe that Wisbech is absolutely the best Stadium in the country for Stock Saloons. They're brilliant at Ipswich as we all know but at Wisbech they really are Magic and we look forward to your company at this next big one from Spedeworth International. Meanwhile, have a nice weekend.

PLEASE NOTE - THERE IS A PUBLIC PAY PHONE IN DI'S DINER BY THE TURNSTILES AVAILABLE FOR YOUR USE THIS WEEKEND



Between them, they've dominated the World Final for the last few years. The 1987 winner George Polley (306) leads the 1985 winner Ormond Christie (962) with the 1986 winner Norman Woolsey just coming into shot.

Pictured on page 21 top left Spedeworth's 1600cc Hot Rods make their Spede Weekend debut this year. Rest of page shows the National Hot Rod World Final in action.

## COMPETITION Number 1.

Don't want to leave you with nothing to do after Saturday afternoon's racing, so during the tea interval, see if you can sort these out. All we need to know is who's driving the cars featured below - the Super Rod is easy, the two 414s is moderately hard, the Barry Lee car is near impossible, but I dare say someone will get it right, particularly Spedeworth regulars, clue the temporary driver like the regular one is never lost for words. Answers to the Track Shop by 2.30 Sunday afternoon - first correct one gets a fiver.





# THE WORLD FINAL CONTENDERS

Classified by Jim Gregory



**07 Mark Jones.** Always presents a very well prepared car but still awaiting a really big result. Been in the World Final before so knows what its all about but has a lot to do to make it into the top ten.



**7 John Carding.** Been one of the best Midlands drivers for many years but like Mark, yet to land a major championship and despite considerable World Final experience, unlikely to make it into the Top 10. Very likeable man, though, and I hope that I'm wrong.



**8 Paul Grimer.** One of the best drivers never to have won the World Final and was desperately unlucky not to have got something from last years race. Been racing since the 60s, but British Champion in 73 is still probably his best ever result. Very consistent, though, seldom out of the top 10 in major championships, a record I expect him to maintain this year.



**18 Paul Sheard.** Unlucky to be involved in 'the shunt' last year which forced him to change cars for the restart. Can be very quick on his day but this hasn't been one of his better years and, on present form, will do well if he makes it into the top 10.



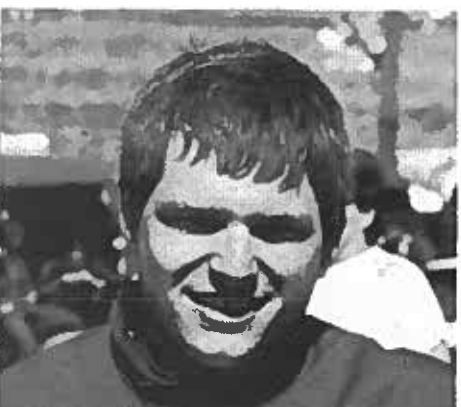
**63 Phil White.** Dominated the qualifying rounds by winning the first four. Reigning English Champion, beating George Polley and Barry Lee in the process and definitely one to watch out for. Missed last years race through illness when strongly fancied and since so many expect him to win this time, I think I'm in the minority. 8th in 85, but has a super new car that could improve on that.



**88 Peter Grimer.** 84 World Champion, and deservedly so, but has never really matched the successes of that wonderful year. For all that though he remains a brilliant driver and for my money definitely top six, more perhaps if it rains.



**95 Andrew Dance.** Sixth in 85 and quite capable of leading them all a merry dance, if you'll pardon the expression. Has a habit of setting blistering lap times that could stand him in good stead again this year and if there is to be a major upset, then Andrew might well provide it. Certainly one of the most improved drivers of the year. As you will have gathered, top 10 looks more than likely.



**205 Jason Dell.** Best result undoubtedly was the 1987 Best in Britain Championship but this came at a time when he was enjoying a very successful spell. 1988 hasn't been anything like as good but did set a new 25 lap record at Arena when winning the very first qualifying race of this years Series. Despite that though the thrill of qualifying for his first ever Final may be enough - getting a good result may well be a bonus.



**249 Stewart Morton.** Although a Scotsman, does all his racing in England for Spedeworth International. His experience of the bigger grids down South and the general hurly burly of English racing therefore make him the most likely of his fellow countryman to get a good result and might just make it into the top 10 but I think the chequered flag is still some seasons away.



## World Final Contenders continued



**286 Steve Burgess.** When people wonder where the next batch of Hot Rod Superstars is coming from, here's a young man right there at the head of the queue. His cars are always immaculate and he looks a very good driver. Best result probably was lifting George Polley's "personal property", the Southern Championship, away from him in 1986 but also got a lot of good placings in prestigious races in 1987. Could well be World Champion one year, but not, I think, this time in his first ever Final, but still a possible Top 10 place.



**302 Andy Harris.** His first appearance in 1986 ended in controversial circumstances when he 'missed the cut' after the lap times so this is, in fact, the first time he's ever actually been in the big race. I'm certainly pleased for him because he's a very popular figure but, to be honest, I can't really see him making the Top 10. As always, though, bound to give it a good try.



**303 Jeff Simpson.** Definitely the dark horse, knows what it's like to have been a World Champion, having landed the Stock Rod variety some seasons back (and, then through other circumstances, holding on to it for quite a while!). Switched to the new formula Hot Rods in 86, and then on to the Nationals where he's enjoyed quite a successful season. Can be very fast, possibly a bit too fast given the crowded line up today, but if he can avoid trouble, might spring a surprise.



**306 George Polley.** The man's record says it all - World Champion in 1976 and then again last year, to tumultuous applause. Followed that up with the National Championship, the BP Championship, the 4000 Series and the NHRPA Championship and although we haven't seen the best of him in 88, he's quietly confident that his demon new car will do for him the same as last years revolutionary machine. Might well do so and top 6, possibly better, looks very likely.



**351 Barry Lee.** Like George, the record speaks for itself. 4 times the World Champion, although 1978 was the last time he lifted the trophy. Still one of the best drivers (of anything) in the world and if the cars right, and more importantly, if he's feeling right, he could make it number 5 this time.



**369 Alf Boarer.** Like Jeff Simpson, another who's been World Champion in another formula and like Jeff, it was in 1984 that his big moment came though, in Alf's case, it was the GP Midget title. Made the World Final in 86 without troubling the scorers, was "robbed" in 87 by the qualifying procedure, but has got back this time by the very last place available at the Hednesford Semi Final. Doesn't really seem to have settled on the right car but too good a driver not to be up there with them in future years.



**434 Nigel Smith.** First World Final appearance which, if nothing else, is due reward for his beautifully turned out car. Will have plenty of support from all the Empress Racing team but lack of World Final experience and real speed may mean he has to wait another year.



**471 Steve Skitmore.** made it into the 86 Final, but his qualification this year came as a bit of a surprise. He'd had a poor year until a new engine at the beginning of May saw him qualify at Arena and also land the Final at Ipswich on the Rods last outing here, on that basis, seems to be in with a better chance than thought likely at the beginning of the year but may have to settle for mid order finish.



**498 Nigel Murphy.** Loads of World Final experience and has been close without ever getting there. Went out in "the shunt" last year so obviously hoping for better things this time. Has a new car for the big race and has a chance, albeit rather an outside one, but a good stayer and likely to be in the Top 10 at the finish.





**639 Ricky Hunn.** 2nd World Final, his experience from last year should mean that he could do very well. Has certainly looked good in the qualifying rounds and his close liaison with George Polley should ensure that the car is right. I don't think he'll win it, but he'll give them a good run for their money and Top 10 looks very likely.



**675 John Steward.** The surprise of all the qualifiers. PRI Banger Champion not all that long ago and probably the least experienced Hot Rodder in the race. Still, improving all the time and while his day may well come, I can't see it being this year.



**734 Ralph Sanders.** Something of an enigma-has times when he goes really well, like when he won the English Championship in 1986, other times not so good. Went well at the Hednesford Semi Final and might get into the Top 10 although I have my doubts.



**809 Brian Leckie.** Been in it before and very consistent up North, but the Scots have such a poor record in the World Final, you can't really see any of them winning it this time. Good driver though and capable of getting his best result this year, which would be anything inside the Top 10, particularly as he has one of the Polley inspired lightweight cars.



**821 Billy Harris.** Much the same general comments about the Scots chances apply to Billy and much may depend on which of his two cars he uses. In the end may be happy enough just to have made it through to his first World Final.



**863 Paul Wightman.** If the Scots have a chance of ending their unenviable record, some say that this is the man to do it. 2nd World Final and as well as being a good driver has all the right machinery - a very English Sonny Howard built/MASS powered car that could go well for him, and his very good sponsors, but possibly not quite well enough.



**917 Mervyn McReynolds.** 2nd World Final appearance and, but for the continued brilliance of his fellow countrymen, would probably have been in more. Like all the Irish, can certainly not be discounted and while I don't think he'll win it, he's a very big threat.



**950 Norman Woolsey.** 3rd in 84, 2nd in 85, 1st in 86, 2nd in 87 is an amazing record of consistency and reliability in this, the most demanding of all races. I don't expect this very fine sequence to be broken this year, and either first, second or third again looks a distinct possibility.



**962 Ormond Christie.** Winner in 81, 83 and 85 and while many expected him to equal Barry Lee's record of four wins in 87 it didn't quite go according to plan after a couple of dismal runs in the Saturday semis. Won the highly competitive Irish Open last month so in good form at the moment and definitely one of the hot favourites again this year. Top three or four looks very possible.

## THE OVERSEAS ENTRY

As always, our print schedule means that we don't have all that much to go on, and, in any event, their World Final form is rather patchy. This is quite understandable, of course, given that they don't get the same opportunity as the British drivers to either race at Foxhall, or race the 'right way round'. Never the less, they're improving all the time and one of these years, they are going to spring a major surprise. It's unlikely to be this year but we wish

them all a successful weekend and hope that they, and all their travelling supporters, enjoy the unique atmosphere of the World Final Weekend.

Finally my top 6 Christie, Woolsey, Polley, Grimer, Lee and Grimer with Hunn, Dance and Burgess, and Simpson as the danger men.



# 10Years On.

Precisely 10 years ago this month, Barry Lee chalked up yet another remarkable milestone in his glittering racing career when he etched his name into the record books by becoming the first driver to ever win four World Hot Rod Championships. It's a record which still remains today and although a lot of water has passed beneath the bridge since 1978, Lee is still as popular as he ever was. A crowd-puller through and through, Lee's charismatic personality and showmanship is still winning him many new fans, and together with his more seasoned followers, there will be many looking for Barry to secure that magical fifth World crown at Ipswich this weekend. Ann Neal went along to ask Barry about his last win in 1978, how he sees this year's race shaping up and whether he'll be looking for that elusive fifth win.

It says on his passport that Barry Lee is an international racing driver but sitting behind his desk at Toleman House in Brentwood where he works as PA to former F1 team owner, Ted Toleman, Barry looks for all the world the ultra-modern business executive. When he's not working for Tolemans (which seems to be most of the time), he's busy teaching tomorrow's road users the all importance of road safety and technique through his Total Road Safety Campaign. If that isn't enough, the latest string to his versatile bow is Ford's increasing involvement in the safety campaign which will see Barry introduce his safety awareness to Ford dealerships up and down the UK. Somewhere in between this busy schedule, Barry manages to find time for a spot of Hot Rod racing and after his welcome return at the start of 1987, the former World Champion is back with a determined outlook on this year's major event.

"I'll be looking for *that* fifth win this weekend. It's probably my biggest ambition within Hot Rod racing," he says.

"Ten years ago when I last won the World Championship, I drove a very calculated race, establishing a good lead before taking a bit of a breather mid-distance. About eight laps from home, Jon Brookes closed right up on me, but I had matters in hand and drove to my fourth title."

"It was a bit of a memorable occasion for me because it set the scene to try for three wins in a row the following year unfortunately that never happened."

"Nowadays I have a different philosophy, and just treat each race as it comes. Last week's race is already history, so there's no point thinking on what might have been."

In 1978 Leapy was driving his striking black and gold Escort Mk2, nowadays though, he's beginning to feel more at home behind the wheel of the obligatory Toyota Starlet. He says he won't be having a new car for the Championship, but don't be surprised if you see a change in the livery at the very least.



The Midland drivers underlined their growing potential when Jon Brookes (left) and Stuart Jackson followed Lee across the line in 1978.  
Phot courtesy of Ann Neal.

Due to the above-average competitiveness of today's Hot Rod racing, Barry believes there is a subtle difference to the way in which a driver races 75 laps around the Foxhall Heath tarmac today, compared to that of his own ten years ago. "It's no longer possible to drive the same calculated race as I did. The cars are all so similar in terms of power and handling these days that you've got to get the earliest break possible. There's no 'settling-in' period, preserving the tyres and the brakes anymore, instead you've got to be prepared to go from the 'off' and sort out any problems as they occur. My only hope for this year's race is that Spadeworth operates a fairer points system for the heats. I probably overtook more cars and made up more places than most to finish 12th in both heats, but still ended up on the seventh row of the grid, while someone who finished at the back in one heat and won the other was on the front row. It was a bit ridiculous."

"I think I've got as good a chance as anyone else of winning. I'm really enjoying my racing again. No doubt I'll fade into the distance again one year, but at the moment I've still got a few years left on the ovals. As for my opposition, I think Mervyn McReynolds may spring a surprise, Andy Dance and if he qualifies, Neil Facey. Young Dancey though, is the most improved driver in the Hot Rod racing for many, many years and I think he's in with a very good chance. You've got to put George in there of course, but I think Dancey, Facey and McReynolds are good outside bets. Phil White who has won more qualifying rounds than anyone else will have two cars at his disposal but I think that may be his downfall, having the choice of two cars plus different suspension settings will, I think, prove too much for him to cope with. But should he decide a fortnight before the race which one he wants to use and does nothing more to the car, then he's in with an exceptional chance of being in the top three."

Whatever the result, there's no doubting the fact that Lee will exercise his total commitment to the race and who knows we could even be sharing in the celebrations tomorrow afternoon should Barry brush the opposition aside in order to take his fifth World Championship victory!



Even 10 years on, it still looks good doesn't it?  
The 1978 winning car shown in all it's glory on the big day.  
(Frank Love photo).

## RACING VIDEOS by Martin Hunt

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# 1988 IPSWICH SPEDEWEEKEND

## SUPPORT FORMULAS

### FORMULA 1 STOCK CARS — BRITISH CHAMPIONSHIP

2 RICHARD MILLS	WADHURST	58 TERRY O'CONNOR	LONDON	190 LEN WOLFENDEN	BURNLEY
3 RAY PEARCE	BROMLEY	64 CHARLIE HODGES	WORCESTER	193 BRIAN BENNETT	HARLOW
5 MICHAEL CLEARY	LONDON	68 PAUL LOMAX	STOCKPORT	199 KEITH WELLS	LONDON
14 SEAN GILHAM	CRANBROOK	69 ALF LOMAX	STOCKPORT	234 RAY PEARCE	BROMLEY
18 MARK BRETT	IPSWICH	77 JAMES JONES	WORCESTER	252 RAY HARRIS	WEMBLEY
19 LAWRENCE KING	MILTON KEYNES	78 JOHN HOOLE	ENFIELD	274 DAN DRISCOLL	SUDBURY
23 DAVE PEARCE	BROMLEY	81 MICHAEL DRISCOLL	SOUTH OCKENDEN	313 MICHAEL LAWRENCE	LONDON
24 ALAN ENGLAND	BRENTWOOD	98 PETER SCOTT	NORTH ROMFORD	450 BRUCE WILCOX	IPSWICH
32 DENNIS HARRIS	LONDON	111 LEE WILSON	UPMINSTER	594 MARTY PAGE	IPSWICH
37 MICHAEL JENNINGS	KILBURN	112 PETER STEVENS	WEST DRAYTON	764 TONY JAMES	LONDON
38 JASON HOLDEN	OXFORD	124 BILL BRIGNELL	WITHAM	49 MALCOLM MITCHELL	HARLOW
				293 MARK ASHBY	YARMOUTH

### HOT ROD KENT CAMS BRITISH CHAMPIONSHIP

10 BILL PENNYCOOK	CAMBRIDGE	57 ALAN DENT	ABBOTTS LANGLEY	181 MICK PEEL	WISBECH
22 DAVID LAKE	CAMBERLEY	59 MICK THOMAS	LONDON	201 MALCOLM BOORMAN	TUNBRIDGE WELLS
25 DEREK TESTER	LITTLEHAMPTON	60 DAVID FRY	HIGH WYCOMBE	230 DAVE LONGHURST	WORTHING
36 BRIAN SUTTON	CAMBRIDGE	79 PAUL LING	LOWESTOFT	450 JOHN STOREY	BECCLES
38 PAUL OSBORNE	HARWICH	82 MARTIN KNIBBS	WORTHING	451 DAVE STOREY	LOWESTOFT
41 NIGEL CHAMBERLAIN	WISBECH	91 DEREK BRUNDLE	TOLWORTH	473 ADRIAN TILLMAN	EASTBOURNE
42 BARRY KEENE	READING	92 PAUL HUGHES	WITHAM	549 DES NEWELL	IPSWICH
43 COLIN STRUDWICK	CHICHESTER	97 WILLIAM ELLIS	IPSWICH	665 DAVE WILLIS	SLOUGH
44 KEVIN RAINBOW	MILTON KEYNES	101 IAN SUTTON	WOKING		
52 STEPHEN BROOKS	BEDFONT	129 MICK CONLON	CHERTSEY		

### BANGER ENGLISH CHAMPIONSHIP

10 LEE SIMMONDS	HAYES	175 RON EMERSON	GT YARMOUTH	439 PAUL SUTTON	GT YARMOUTH
14 KEVIN TURNER	IPSWICH	194 BARRY LOCKWOOD	BRACKNELL	520 DEREK CATON	DUNMOW
20 ROGER WILKINSON	ALDERSHOT	198 ANDY STEWARD	COLCHESTER	570 STEVE VENNI	SUTTON ST JAMES
33 SIMON REED	WISBECH	201 JOHN DODGE	GUILDFORD	626 DAVE SARGEANT	BINFELD
41 BILL SKOYLES	KINGS LYNN	210 TERRY HARRIS	CHEAM	627 TERRY COKE	BRACKNELL
60 SHANE WINDSOR	NORWICH	219 TONY CANNON	HERTFORD	629 GRAHAM ROUT	ATTLEBOROUGH
65 IAN MARTIN	RICKMANSWORTH	235 CARL NICHOLLS	WISBECH	632 IAN ROUGH	BRACKNELL
69 ANDY STEWARD	COLCHESTER	272 STEVE ROZIER	HARWICH	638 ROBERT RAYNER	SAXMUNDHAM
74 CHRIS COLLIVER	TOOTING	274 TIM BEESON	IPSWICH	639 ANDREW HISKEY	IPSWICH
88 ALAN REED	DISS	298 DAVID SOPER	READING	666 GRAHAM LONG	KESGRAVE
95 DAVID HOWES	WYMONDHAM	303 DOUGIE GEORGE	CHOBHAM	707 CLIFF REED	HINTLESHAM
98 DAVE DAMON	READING	330 CRAIG WENT	IPSWICH	713 TIM COATES	TADLEY
116 IAN FULCHER	BICESTER	339 ALEX GRACE	IPSWICH	738 BRIAN CARNELL	WEYBRIDGE
122 TREVOR NEWLAND	WALLINGTON	349 JOHN ALLARD	GT YARMOUTH	743 ALAN HUTCHINSON	LONDON
125 RICHARD DAWKINS	ALDERSHOT	353 BILL ALDRED	CARSHALTON	773 PAUL WALES	IPSWICH
146 DALE RICHARDS	STOWMARKET	360 GRAHAM CHAPMAN	LOWESTOFT	62 JOHN STATTON	DAVIDSTOWE
163 HENRY GOODCHILD	IPSWICH	362 GEOFF BAKER	IPSWICH	81 PHIL GROSE	ST. AUSTELL
				129 CRAIG BROWNE	ST. AUSTELL

### VAN BANGERS CARAVAN RACE

14 KEVIN TURNER	IPSWICH	194 BARRY LOCKWOOD	BRACKNELL	570 STEVE VENNI	SUTTON ST JAMES
33 SIMON REED	WISBECH	210 TERRY HARRIS	CHEAM	627 TERRY COKE	BRACKNELL
41 BILL SKOYLES	KING LYNN	272 STEVE ROZIER	HARWICH	632 IAN ROUGH	BRACKNELL
88 ALAN REED	DISS	330 CRAIG WENT	IPSWICH	666 GRAHAM LONG	KESGRAVE
95 DAVID HOWES	WYMONDHAM	339 ALEX GRACE	IPSWICH	703 JOHN TURNER	BYFLEET
125 RICHARD DAWKINS	ALDERSHOT	349 JOHN ALLARD	GT YARMOUTH	707 CLIFF REED	HINTLESHAM
146 DALE RICHARDS	STOWMARKET	360 GRAHAM CHAPMAN	LOWESTOFT	729 SIMON WEBB	SUDBURY
163 HENRY GOODCHILD	IPSWICH	362 GEOFF BAKER	IPSWICH	738 BRIAN CARNELL	WEYBRIDGE
175 RON EMERSON	GT YARMOUTH				

### SUPERSTOX GOLDEN AWARD - AVON TYRES CHAMPION OF CHAMPIONS

4 JOHN MICKEL	CAMBRIDGE	78 RICHARD BAKER	CROWBOROUGH	397 PAUL PEARSON	COOKHAM
9 BARRY COOKE	BASINGSTOKE	120 THOMAS MCGARA	GLASGOW	414 IAN CURTIS	GT YARMOUTH
09 BILL SMITH	BALLYMENA	154 DAVID LUNSDEN	GLENROTHERS	415 MARK FLETCHER	GT YARMOUTH
13 LEWIS HOAD	DORKING	155 BRIAN COOPER	CROWLAND	444 ALAN MICKEL	CAMBRIDGE
17 ROY EATON	WINNERSH	170 HOWARD WHITE	HARPENDEN	464 RICHARD LINFIELD	BILLINGSHURST
19 JACK ADAMS	BALLYMENA	182 GARY BURCH	THETFORD	482 NEIL BEE	DOWNHAM MARKET
39 LES CLARK	GLASGOW	206 ROBIN RANDALL	SPALDING	492 JULIAN LYNN	WISBECH
47 IAN FAULKNER	READING	216 GRAHAM MONK	DOWNHAM MARKET	612 GARRY SPARKES	BURY ST
51 ALAN CANHAM	SPALDING	217 ROBERT PERRY	DISS		EDMUNDS
54 MARTYN BRAND	SPALDING	242 BRIAN STACEY	MAIDENHEAD		HOLLAND
64 GRAHAM ORCHARD	CADDINGTON	281 JIMMY HARRIS	ARMADALE	C16 AD VAN BESOUW	HOLLAND
69 SHAUN BROOKER	CHELMSFORD	347 SCOTTY SCOTLAND	BALSHAM	C17 PAUL DONDEERS	HOLLAND
75 STEVE RAVENSCROFT	FARNBOROUGH	364 TONY MAY	READING	C9 JULI V. D. BROCK	HOLLAND

### SUPERSTOX SUPPORT PROGRAMME

8 PAUL MEDCALF	SAFFRON WALDEN	67 CHRIS ROOTS	FRIMLEY	291 MIKE HOLTON	THETFORD
12 TERENCE PITHERS	READING	81 KEVIN GWYNN	GT YARMOUTH	497 DEREK MORTIMER	NEW MALDEN
20 RAY WORLEY	CHELMSFORD	88 DARREN INNOCENT	HATFIELD	717 BUNNY WEBB	DORSET
32 STEVE GAY	ALDERSHOT	122 STEVE BARWICK	WORTHING	747 MIKE ROBINSON	DORSET
33 KEVIN SHAMBROOK	STEVENAGE	128 IVAN RUSSELL	WISBECH	777 NOBBY KING	WISBECH
38 BARRY STEMPE	BILLINGSHURST	143 PAUL HODDER	GOMSHALL	77 TONY ROOTS	WORCESTER
42 PETE BLOMFIELD	YATELEY	234 MICK LEMMON	NORWICH		PARK
50 MARK LASKEY	WALTON-ON-THAMES	267 JOHN SOLE	ALDERSHOT		
		278 MARTYN HILLYER	ALDERSHOT		



## SUPPORT FORMULAE CONTD.

### SALOON STOCK CARS ALL STAR CHALLENGE & GOLDEN HELMET

6 HORRY BARNES	EAST DEREHAM	84 STEVE SMITH	BARNEHURST	302 DEANE WOOD	ALDERSHOT
33 CRAIG PRENTICE	GRANGEMOUTH	99 GORDON BARCLAY	EAST WEMYS	309 MARK CHIPLING	WOKING
40 MICK SCHOLLES	WITHAM	126 WILLY BARNES	EAST DEREHAM	376 KEITH JACKSON	HARLESTON
47 ERNIE BURGOYNE	AIRTH	145 DICK GLADDEN	TUCKSWOOD	432 NODDY ROBINSON	WOODBIDGE
52 BRIAN TINGLEY	EASTBOURNE	151 BOB JONES	LENZIE	438 TONY LAY	IPSWICH
55 DANNY SEMRAU	BEETLEY	156 RAY GOUDY	STOWMARKET	490 IAN JARMAN	BOSTON
68 HARRY BURGOYNE	STENHOUSEMUIR	200 FRASOR MANSON	DENNY	545 KEVIN ROGERS	DRY DRAYTON
70 RON COVENTRY	BRENTWOOD	207 JIMMY HONEYMAN	DENNY	636 CONRAD SELF	EAST DEREHAM
76 ADRIAN KEW	WISBECH	226 EDDIE GEORGE	CHOBHAM	658 TIM LANGRISH	SOUTHAMPTON
81 KEVIN SMITH	BEXLEYHEATH	268 PAUL SANTRY	WEST WRATTING	776 TONY JONES	DISS
82 PAUL WOOLF	DAGENHAM	270 JOE FULLER	HALSTEAD	216 LINDSAY WILSON	COSSFORD
83 NIGEL WEEKS	TENTERDEN	273 DAVE SHABI	DAGENHAM	110 GRAEME LEASKE	STENHOUSEMUIR
		298 IAN ELMS	BASILDON	116 DIGGY SMITH	BRANDON

### SALOON STOCK CARS SUPPORT PROGRAMME

27 ROY FULLER	HALSTEAD	139 KEVIN SMITH	NORTH WALSHAM	421 BARRY COGGER	FARNHAM
29 SIMON WEBB	SUDBURY	144 STEVE ROUTH	WOKING	445 GRAHAM BOYD	NORTH
56 PETER BARNES	GT YARMOUTH	157 DAVID WYARTT	KETTLEBOROUGH		PAPWORTH
61 STEVE BENNETT	WISBECH	173 PAUL STOCKLEY	BROCKLEY	448 TERRY COLLIVER	MORDEN PARK
73 CHRIS COLLIVER	MERTON PARK	181 DAVE MADGWICK	MOULTON	458 SIMON LANGRISH	SOUTHAMPTON
124 PETER LANE	SUDBURY	183 ANDY MEWS	WISBECH	470 KEVIN ILLSLEY	BRENCHLEY
125 MARTIN HERBERT	WORTHING	276 TERRY JONES	SUTTON	531 PAUL HURRELL	SUDBURY
130 ROBERT DICKINSON	WISBECH	317 DAVE TAYLOR	IPSWICH	558 DIG HALL	NORWICH

### NATIONAL HOT RODS - SUPPORT PROGRAMME

188 KEVIN GRIMER	SLEAFORD	280 CHRIS AYLING	LITTLEHAMPTON	452 ROBERT BIRD	OLD CATTON
200 STUART BANKS	BASINGSTOKE	305 DEANE WOOD	ASH	560 FRANK WEST	ASH
204 STEPHEN DUDMAN	CHICHESTER	309 SIMON JOHNSON	SOUTHALL	800 JOCK BURGOYNE	CARRONSHORE
215 DAVID BROOKS	BEDFONT	312 RICHARD LINGARD	LOUTH	804 JOHN COWIE	DUNS
217 REG GANGE	WORCESTER PARK	317 BOB LUDLAM	SEND	865 ALAN HENDERSON	CARNOCK
218 CARL PRATT	TADWORTH	376 CLIVE HAYNSFORD	SWANSCOMBE	66 COLIN HALL	BEDFORD
254 PETER MEDLEY	LEATHERHEAD	412 MARK PECK	BURY ST EDMUNDS	222 TONY FROST	CHATTERIS
271 TREVOR STIMSON	PETERBOROUGH	428 PETE WINSTONE	BARKINGSIDE		

# 1988 SALOON STOCK CAR EUROPEAN CHAMPIONSHIP

1988 Ministox World Championship

1988 Superstox National Championship

National Hot Rod Sonny Howard Challenge Cup

**TWO DAYS OF SUPERB ACTION AT WISBECH  
STADIUM, SOUTH BRINK, SATURDAY 16th &  
SUNDAY 17th JULY**

Drivers from all parts of England, Scotland, Northern Ireland, Holland, Belgium and Germany

TELEVISED BY ANGLIA T.V.

Over 120 competitors ★ Camping Areas ★ Bar-b-Que ★ Disco ★ Late Bar, etc.

**ANOTHER GREAT "TWO DAY SPECTACULAR" IN THE FENS FROM SPEDEWORTH  
INTERNATIONAL LTD.**

## USE OF AIRHORNS/KLAXONS

The use of airhorns/klaxons at the Stadium has caused a number of complaints in recent years and the local council has requested that the use of this equipment should cease. Similarly, we have agreed that the sirens on the control cars will not be used at Foxhall Stadium and we would respectfully ask our patrons to co-operate by not bringing airhorns and similar devices into the Stadium this weekend.

We would also like to point out that the overspill car park at Bell Lane School closes at 6pm on both Saturday and Sunday. The governors of the school very kindly make the car park available to us; we would ask you, in turn, to respect their property.



# THE REST OF THE WEEKENDS RACING

by Jim Gregory

Although the National Hot Rods rightly take centre stage, let's not forget that the overall success of the weekend is due, in no small part, to the very important supporting roles played by the other formulas on duty. No one can sustain a whole weekend of racing on Hot Rods alone and no one is better equipped than Spedeworth International to provide a full value for money back up of skillful, exciting, and above all, varied racing.

As always, though, it's the Stock Saloons that will probably generate the strongest feelings.

Although it's inevitable that there'll be a certain amount of domestic rivalry, for many fans the main argument to be settled centres around the explosive confrontation between the English and the Scots. The main events are the All Star Challenge, open to blue and red grades only which saw East Anglians take the first four places last year in the shape of Dick Gladden, Ray Goudy, Tony Jones and Tony Lay, Brian Tingley came next, followed by three Scots who kept going despite the odds: The odds were even more overwhelming for the "all in" Golden Helmet, an absolute cracker of a race, but despite that, Bob Jones managed to hang on for third behind Southerners Mark Chipling and winner Dean Wood whose win bought almost as big a cheer as did Georges in the Hot Rod Final. As for this year, there's a good entry from North of the Border again but the English line up is so strong these days it's difficult to see the Scots getting too much from this, although Bob Jones is such an experienced and clever campaigner that he can never be discounted. All the previously mentioned 'home' drivers are still going well - Tony Jones is really flying at present, Dick Gladden is also in good form, Conrad Self is still one of the best, and new British Champion Eddie George has a fine tradition of good results from the Ipswich weekenders. Surprise packet could well be Steve Smith, who many are tipping as a future World Champion - we'll see about that in two weeks time.

As for the Superstox, they also have two biggies to go for - the Champion of Champions which saw yellow grader Nick Lawrence take the victory last year when he went through the entire weekend undefeated, and the Golden Awards which fell to Martyn Brand last time around. Nick hasn't raced for Spedeworth now for some while, but Martyn certainly has and I wonder if his spectacularly successful spell since then can be traced back to that particular race. Since then he's gone on to win the World Championship, the European Championship and the English Championship and in a few months since he's had his new car, he's looked almost unbeatable. He surely comes to the weekend as the favourite, but the likes of Neil Bee, Roy Eaton, Rob Perry and Robin Randall still present some formidable opposition. The strength of Scottish Superstox racing is not what it was a few years back but the experienced Les Clark is still an outstanding driver, and he, together with the Flying Dutchman Ad van Besouw,, look the most likely if anyone is to split the English Superstars.

So on to their big brothers the Formula 1 Stock Cars. Their big race is the British Championship and anyone who was fortunate enough to see the 1987 Championship, at London's Wimbledon Stadium, will tell you that this was one of the best nights racing of the year. At the end of an action packed session, the legendary Len Wolfenden (yes, the same one) was the new Champion and it really will be a thrill having him here at Foxhall on Sunday to defend his title. I, for one, wouldn't be at all surprised to see him retain the silverware for another year but Peter Scott, the 1986

Champion and 87 runner up will surely press him hard all the way as will local hero Marty Page, winner of the English Championship, the feature race for the F1s at last years Spede Weekend. And don't ignore the Lomax 'team' - two outstandingly good drivers and a pleasure to have with us this weekend.

The 1600cc Hot Rods make their first ever Spede Weekend appearance this year, which is a fantastic development rate when you consider that they weren't even in existence just over two years ago. The formula was our answer to the ever increasing cost of National Rodding, designed for those who wanted to race Hot Rods but whose budget didn't stretch to the vast sums now needed to buy and race a National.

Alan Dent (a convert from the Nationals) was the winner of the first ever race and, but for a fairly barren spell in the middle, has gone on winning races fairly regularly since. He comes here this weekend as the top of the points and will certainly be one of the favourites for the British Championship. Other early winners in the formula were George Polley (who did so much to guide it through its fledgling days) and Jeff Simpson both of whom, of course, are in the National Rods World Final this weekend - just in case you hadn't noticed! Alan's main danger looks to come from drivers who also made their names in other formulas - ex Super Rod star Dave Longhurst, ex National Hot Rodders John and David Storey, and Mick Conlon who as well as being a big name in the Hot Rods is also top of the points in the highly competitive Stock Rod formula.

As for the Bangers, their main race is the English Championship, won at last years Spede Weekend by Trevor Newland. He made a surprise appearance here at Foxhall a few weeks back and despite being the only Southerner in a field of over 30, still managed to go off with two wins. So he's obviously still in good form as are fellow travellers Wild Bill and Roger Wilko. Roger hasn't raced much this year but you can't ignore a man who's won as many Championships as Tonka which includes both World Championships during the last nine months - the Figure of 8 as well as the Oval. Geoff Priestley and Dougie George have got to be in there somewhere as well, while of the locals Graham Rout, Simon Reed and Willie Skoyles may be the best bets but, as always, it'll be hard going against the mighty Southern line up. And then there's the Caravan Race, one of the most popular innovations of the last few years - this time with the added twist of Vans doing the towing. Some drivers have interpreted vans rather loosely over the last few years - I recall hamburger vans, ice cream wagons, hearses and Terry Coke's ambulance, in amongst the more usual GPO and Gas vans. In the end, with the caravans collapsing like a pack of cards, it all adds up to FUN, and an awful lot of clearing up for the Stadium staff ...

So that's it, two top quality days of racing, a huge firework display, the colourful grand parade - that's Ipswich 1988. Our thanks to Avon Tyres and Kent Cams for their generous sponsorship, to the drivers and their mechanics for their efforts, and to you for being here. May you all, in your various ways enjoy the weekend and here's hoping we see you all back here again in 1989.

And while we're on the Thank You's my thanks to Dave and Della at the office, to Graham Brown and Ann Neal, to Vic Lakey and Chris Berry who have supplied most of the photos and every body else who has been involved in putting together the souvenir programme that you are now reading.

## Pictured page 12.

*(Top left) The F1 Stock cars are having their best year in ages, with their numbers boosted now by the Lomax's and Len Wolfenden. (Top right) The Saloon Stock car action always comes thick and fast at the Speedweekend..... (Bottom left)...not quite so fast in the Banger Caravans, but just as much fun. (Bottom right) The Superstox always go well at Spedeweekends - this year promises to be better than ever with so many very good Superstars all on song at once.*







# THE 1988 WORLD CHAMPIONSHIP TRAIL

by Jim Gregory

The events of this years World Championship Trail have been pretty well documented during the campaign, but so as you've got all the necessary paperwork in one place, here's a very brief resumé of how the World Finalists got here this year.

As with the 1987 season, it was 6 qualifying rounds and two semi finals, though for 88 the NHRPA had fortunately decided to dispense with the much criticised graded order start (and much abused judging by some of the unfamiliar roof colours we saw in 1987). The series, or circus, got under way at Arena in March, with an impressive turnout of 60 cars and after heat wins for Jason Dell, Ralph Sanders, Colin Hall, Andy Harris, Phil White and Barry Lee, it was Phil who was to lead them all home in the Final with a flag to flag victory. Jeff Simpson was second, Barry Lee third and the impressive Ricky Hunn 4th. Off to Wisbech for Round 2 where numbers had dropped to 45, with heat wins this time for Nigel Murphy, Andy Harris, Kevin Grimer, Mark Jones, Ricky Hunn and Jeff Simpson. However, the Final had all the characteristics of Arena with Phil White again roaring off from the front row to take another fairly easy win, ahead of Ricky Hunn and Neil Facey. So to Hednesford for Round 3 - 50 cars this time and heat wins for White and Hunn again, Paul Grimer and Stuart Jackson (the only round he contested) and Peter Grimer and Jeff Simpson but at the end of it all, it was that man again - Phil White winning easily from Jackson and Paul Grimer. After the wide open spaces of Hednesford, Round 4 took them to the rather smaller! Newton Abbott - not that it made much difference to the final outcome when Phil White had another flag to flag victory ahead of Barry Lee and Steve Burgess after heat wins had been shared between Phil Morgan, Jason Dell, Stewart Moreton, Barry Lee, Andy Harris and Bob Ludlam. Monsoon weather greeted them for Round 5, here at Foxhall, when 58 of them took the opportunity of getting to grips (hardly the right word in the prevailing wetness) with the Ipswich raceway. Pete Stevens made a surprise appearance and showed, at times, that he'd lost none of his skill although none of the wins came his way. These were taken by Ralph Sanders, Stewart Morton, Nigel Murphy, Steve Dance, Barry Lee and Steve Burgess. The final was again a flag to flag job, but not by Phil White this time - it was local hero Nigel Murphy who held them all off on the now flooded track, Steve Skitmore got a good second and Ricky Hunn was third. Strangely, Barry's 'speedboat' car, which one would have thought ideally suited to the torrent,

lost out of fourth place when making a gallant bid round the outside - the only notable incident in an otherwise fairly processional race. Round 6 at Northampton, the last one, saw wins for Stewart Morton, Jason Dell, Ricky Hunn, Barry Lee, Andy Dance and Neil Facey in the heats before Neil Facey left them all standing in the Final, to win by miles ahead of Andy Dance and Paul Grimer. Phil White was not here for this one!

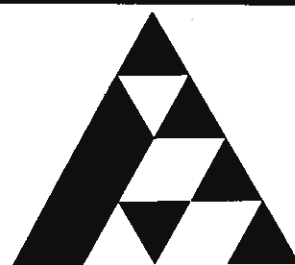
So, the rounds had been interesting enough from the point of view of points collecting but sadly, as a racing spectacle, none of them were really outstanding. many of the races were processional, and far too many were won from pole position. Again, drivers with mid order draws missed out - getting two middle order finishes was nothing like as rewarding as coming first from pole position, and last on the reverse grid race, as Barry Lee found out last year at the World Final meeting itself. If the rounds were none to exciting, the two semi Finals were even less so but in the end we've got our 20 English qualifiers. There's one or two surprises but, in the main, we've got the best 20 drivers. Perhaps, more significantly, we've got most of whom we would have had under the old system - except for one important difference; including the defending champion Spedeworth has got 11 drivers in the race, the South West has one. This may well be indicative of the respective strengths of the two promotions (and with drivers like Pete Winstone, Bob Ludlam and Mark peck not qualifying Spedeworth clearly looks very strong at present) but the cost of proving the point has been the loss of so much domestic racing. And as has been pointed out on so many occasions in the past, it still doesn't seem very fair on the drivers who turn up week after week that all the points gathered in their domestic charts, often as a result of a lot of hard work and hard earned money, should count for nothing in the Final analysis. Still, far be it from me to stand in the way of progress, if that's what it really is, but on this weekend, of all times, it's perhaps appropriate to at least pause for a spot of reflection. Having said that, it still remains a very high quality field that is assembled here, possibly one of the strongest ever, and whoever wins, is certainly going to have to work very hard for it. And if its an Englishman, who's to say that the battle hardened experience that they gained from the qualifying rounds won't have sharpened them up just enough to hold off the mighty power of the Irishmen?



Phil White dominated the qualifying rounds.



....while poor Stewart Mor on, a heat winner at Ipswich could have stayed in Scotland for weather like this!!



**ANGLIA**  
Television Limited  
**THE INDEPENDENT TV  
STATION SERVING THE  
EAST OF ENGLAND**

Transmission dates:-

National Hot Rod World Final Thursday 28 July.  
Stock Saloons and Ministox World Final  
(Wisbech) - Thursday 18 August.  
Both at 10.30pm - after News at Ten.







# THE 1988 NATIONAL HOT ROD CHAMPIONSHIP OF THE WORLD

Saturday 2 and Sunday 3 July 1988

## THE QUALIFIERS

07 MARK JONES	CAMBRIDGE	286 STEVE BURGESS	SAFFRON WALDEN	498 NIGEL MURPHY	IPSWICH
7 JOHN CARDING	LEEK	302 ANDREW HARRIS	WALLINGTON	639 RICKY HUNN	BASILDON
8 PAUL GRIMER	SLEAFORD	303 JEFF SIMPSON	SLOUGH	675 JOHN STEWARD	PADDOCK WOOD
9 WIM PEETERS	GERMANY	306 GEORGE POLLEY	HEATHFIELD	734 RALPH SANDERS	EXETER
18 PAUL SHEARD	CHESHIRE	332 DIETER BADER	GERMANY	809 BRIAN LECKIE	NEWMAINS
21 HANK BASTERS	HOLLAND	351 BARRY LEE	CHELMSFORD	821 BILLY HARRIS	SCOTLAND
63 PHIL WHITE	HAYES	369 ALF BOARER	CHEAM	863 PAUL WIGHTMAN	SCOTLAND
88 PETER GRIMER	SLEAFORD	386 ANTONY van de OETELAAR	HOLLAND	917 MERVYN McREYNOLDS	PORTADOWN, N.I.
95 ANDREW DANCE	READING		PETERBOROUGH	950 NORMAN WOOLSEY	PORTADOWN, N.I.
205 JASON DELL	EPSOM	434 NIGEL SMITH	ATTLEBOROUGH	962 ORMOND CHRISTIE	CRUMLIN, N.I.
249 STEWART MORTON	KIRKCALDY	471 STEVEN SKITMORE			



1987 - The Start.



The back straight crash that caused a 10 minute postponement, for the first time in the history of the race.



The "moment" when the 1987 race was won and lost.



Thought we'd give you ladies a treat with this one. It's Sunday night, the crowds have gone home, and it's time for the winner to reflect on the weekends happenings.

## COMPETITION Number 2.

We've thought of a good one for you this year which serves two purposes - one, it gives you a chance to win something and two, perhaps gives us a chance in the cleaning up stakes! So, here's a message from John Earrey, the Stadium manager, together with the questions:-

We hope you are enjoying your weekend at Foxhall Stadium, but have you ever thought about what happens when you have all gone home. After the Banger/Caravan Race on Sunday afternoon just pause for a while and look at the mess! And it's not just on the track. We are a messy lot really - litter in the car parks, camping areas and woods and it all got to be cleared and everywhere cleaned by Tuesday evening or sooner! One hundred and seventeen acres of it!!

Here are some questions for you to try to answer on the subject.

1. How many rubbish skips are there in and around the stadium?
2. Guess how many black plastic sacks are used during and after the weekend. (nearest guess will win).
3. How many people will be employed in clearing up after you've gone?
4. How many tons of rubbish will we dispose of in the next 2/3 days?

FINALLY, YOU WILL USE THE BINS, SKIPS, AND BLACK SACKS PROVIDED WON'T YOU - IT DOES MAKE IT MUCH EASIER FOR US WHEN YOU'VE GONE.

OK then, get those thinking caps on -you don't need to know anything about Hot Rods to do this one. Hand your answers into the Track Shop, by the turnstiles, by 2.30 on Sunday afternoon. There'll be prizes for the two who get the nearest - two complimentary tickets for our next meeting, or a £5 note, We'll sort out the winners as soon after 2.30 as possible, so if you're the nearest, you can claim your prize later that afternoon.



# AVON TYRES

# VENT CAMS RENT CAMS

**1988 NATIONAL HOT ROD  
CHAMPIONSHIP OF THE WORLD  
FOXHALL STADIUM, IPSWICH, JULY 2 and 3**

[illegible][illegible]

## NATIONAL HOT ROD WORLD SEMI 1

[illegible]

## NATIONAL HOT ROD WORLD SEMI 2

[illegible]

16



# NATIONAL HOT ROD WORLD FINAL QUALIFYING POINTS

	RESULT OF FIRST SEMI-FINAL	RESULT OF SECOND SEMI-FINAL
1st (30 pts)	63	286
2nd (25 pts)	249	498
3rd (22 pts)	434	675
4th (20 pts)	962	351
5th (18 pts)	8	302
6th (16 pts)	950	809
7th (14 pts)	95	63
8th (12 pts)	303	471
9th (10 pts)	205	369
10th (8 pts)	88	734
11th (6 pts)		
12th (4 pts)		
13th (3 pts)		
14th (2 pts)		
15th (1 pt)		
16th (1 pt)		
17th (1 pt)		
18th (1 pt)		
19th (1 pt)		
20th (1 pt)		
21st (-)		
22nd (-)		
23rd (-)		
24th (-)		

COMPETING BRITISH DRIVERS	TOTAL POINTS
07	
7	
8	
18	
63	44
88	
95	
205	
249	
286	
302	
303	
306	
351	
369	
434	
471	
498	
639	
675	
734	
809	
821	
863	

COMPETING BRITISH DRIVERS	TOTAL POINTS
917	
950	
962	

**AVON**  
**TYRES**  
**KENT CAMS**

## PAST CHAMPIONS

1972 BOB HOWE  
1973 BARRY LEE  
1974 BARRY LEE  
1975 DEREK FISKE  
1976 GEORGE POLLEY  
1977 BARRY LEE  
1978 BARRY LEE  
1979 GORDON BLAND  
1980 MICK COLLARD  
1981 ORMOND CHRISTIE  
1982 DAVY EVANS  
1983 ORMOND CHRISTIE  
1984 PETER GRIMER  
1985 ORMOND CHRISTIE  
1986 NORMAN WOOLSEY  
1987 GEORGE POLLEY  
1988 PHIL WHITE

## 1988 WORLD HOT ROD CHAMPIONSHIP

WORLD FINAL GRID. 5 warm up laps followed by CLUTCH START 75 LAPS

498	63	249	286	351	8	386	962	434	675	9	302	809	950	21	95	471	303	168	205	734	369	18	88	917	306	7	821	639	07	863		
-----	----	-----	-----	-----	---	-----	-----	-----	-----	---	-----	-----	-----	----	----	-----	-----	-----	-----	-----	-----	----	----	-----	-----	---	-----	-----	----	-----	--	--

\* GRID POSITIONS 8, 12, 16, 20, 24 & 28 HAVE BEEN ALLOTTED TO CONTINENTAL DRIVERS

Race position at:

10 laps	50 laps
1 . 2 . 3 . 4 .	1 . 2 . 3 . 4 .
20 laps	60 laps
1 . 2 . 3 . 4 .	1 . 2 . 3 . 4 .
30 laps	70 laps
1 . 2 . 3 . 4 .	1 . 2 . 3 . 4 .
40 laps	75 laps
1 . 2 . 3 . 4 .	1 . 2 . 3 . 4 .

## FINAL RESULTS

1st	63		
2nd	306	3rd	498
		4th	351
5th	302	6th	
		7th	
8th		9th	
		10th	

SUBJECT TO ELIGIBILITY CHECKS  
AND OFFICIAL CONFIRMATION



Past experience has shown that two cars are a necessity, rather than a luxury at World Final Weekend. But three cars?? Norman Woolsey shown here with his fleet. At this rate, he'll need to hire one of his sponsors ships all to himself.





George Polley, during the 1970s, showed that the Anglia was still a winner and, of course, won the World Final in 1976 in such a car, at a time when the Escort was rapidly becoming the standard machinery.



The Escort enjoyed unrivalled success up until 1980 and even well beyond that date there were still some successes. Here's Steve Burgess, pictured at the 1987 Spede Weekend in the car in which he clinched the 1986 Southern Championship. The car was always well presented and still looked like a Hot Rod.



The Way ahead? Colin Weldon's very smart Mk3 Escort which still looks the part ....



.... or is this the future? Barry Lee's controversial, and rather Futuristic looking Starlet.





## THE ALL-NEW PERFORMANCE TYRE

Avon Turbospeeds, which incorporate all the lessons of Avon's long experience in achieving high levels of ride comfort and roadholding come from the same stable as the highly successful range of racing tyres. Both are engineered by a company whose record of race and rally victories speaks for itself.



Avon Turbospeed utilizes advanced high technology to ensure the ultimate in control and high speed bite. A full range of 50, 55, 60, 65 and 70 Series Tyres is available.

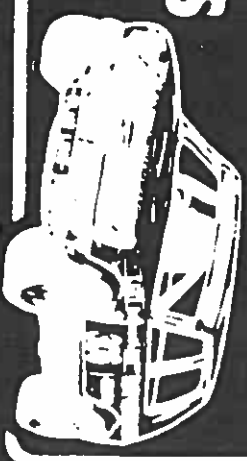
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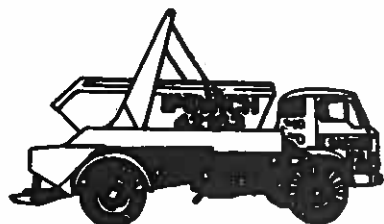
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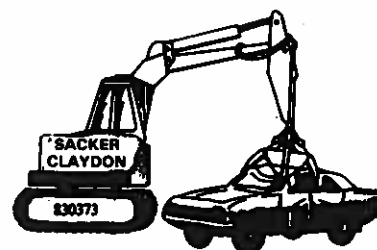
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# SATURDAY 2 JULY

(Afternoon Racing)

9.45-10.45 am PRACTICE (National Hot Rod World Final Qualifiers only)

11.00- LAP TRIALS to determine National Hot Rod Grid Positions for Races 4 and 11.

12.30pm

RACE 1 SALOON STOCK CAR ALL STAR CHALLENGE (Red and Blue Grade only)

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

12.50pm

RACE 2 SUPERSTOX GOLDEN AWARD (Red and Blue Grade drivers only)

25 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

1.15pm

RACE 3 FORMULA 1 STOCK CARS THUNDERDROME TROPHIES (All cars)

16 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

1.35pm

RACE 4 NATIONAL HOT ROD FIRST WORLD FINAL SEMI (see page 16)

30 laps

2.05pm

RACE 5 HOT RODS (All Cars)

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

2.30pm

RACE 6 SALOON STOCK CARS (½ Cars)

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

3.00pm

RACE 7 SUPERSTOX (⅓ Cars)

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

3.25pm

RACE 8 BANGER ENGLISH CHAMPIONSHIP

15 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

4.00-6.00pm

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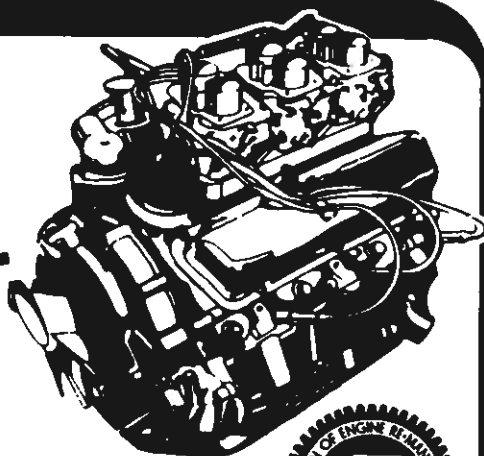
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# SATURDAY 2 JULY (EVENING RACING)

6.00pm

RACE 9 FORMULA 1 STOCK CARS (All Cars)

16 laps

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th								

6.25pm

RACE 10 NATIONAL HOT RODS (Support Cars)

20 laps

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th								

6.55pm

RACE 11 NATIONAL HOT ROD SECOND WORLD FINAL SEMI (Reverse Grid) (see page 16)

30 laps

7.25pm

RACE 12 SALOON STOCK CARS (½ Cars)

20 laps

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th								

8.00pm

RACE 13 HOT RODS (All Cars)

20 laps

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th								

8.20pm

RACE 14 BANGERS (All Cars)

15 laps

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th								

8.40pm

RACE 15 SALOON STOCK CARS (½ Cars)

20 laps

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th								

9.00pm

RACE 16 SUPERSTOX (¾ Cars)

20 laps

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th								

9.20pm

RACE 17 BANGERS DEMOLITION DERBY

1st..... 2nd..... 3rd.....

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## To Qualify, Or not to qualify.....

That is the question a lot of people seem to have been asking just lately. Oh, there's no doubt that the present form of qualifying for the World Championship, introduced last season, is one of the best things to happen to the sport in recent years. It's brought out more drivers, more often, produced some very keen competition indeed and created a wealth of interest for the spectators by allowing people to actually keep a check on what amounts to the first ever truly *national* points chart.

Of course nothing is ever perfect. Though I must say I personally liked the look of this year's method better than last seasons, it rather looks as though the drivers are going to request some more changes for 1989, much as they did last year. What appears to be getting up most people's noses, are the following problems:

(1) No matter how well you go in the six qualifying rounds, and no matter how high up the points you are when it comes to the semi-finals, it is still possible to fail to make the World race itself - best known and most notable example, Neil Facey.

(2) It is still theoretically possible for anybody to become World Champion by racing in just three races. Stuart Jackson did just one qualifier (at his 'home' track), got into the semis, only bothered to turn up at the one at his 'home' track again and probably only by sheer bad luck (or good depending on your point of view!) didn't make it to Ipswich. If he had, who says he couldn't have won; he's been second three times after all.

(3) Under the present system the reigning champion automatically qualifies, which most people reckon is fair enough; you might as well get some reward for winning the thing. But what it does tend to mean, is that the bloke who won last year gets very little racing at all, and almost none at national level prior to the World itself. Only known example presently in captivity - George Polley.

So it rather looks as though some revisions might once again be necessary. Those made for this season were mostly for the good and some of the following might well be too. Taking the points in order, the first and biggest problem are these 'sudden death' semis. Originally the promoters no doubt thought this would be a good idea, because it would provide them with two more big dates and two more good races giving hopefully, two more decent crowds. The problem is, although this idea of just a single heat prevents anybody who only just scraped into the semis anyway, getting a good grid position for the final, it also means that if you have a bad heat and fail to finish in the top ten for any reason, you're out of the meeting. Do that twice on the trot and you're out of the World - ask Neil! Most drivers seem to be of the opinion that they wouldn't mind having the two extra races, but that they should just be two more rounds. Then you would have eight rounds and the top twenty guys would qualify, end of story. There have also been suggestions that points should be awarded simply for attending meetings, though this probably wouldn't be necessary if a driver had to make sure of being in the top twenty anyway. It has also been mooted that

there should perhaps be a minimum number of rounds a driver must attend in order to qualify, even if he scored a huge load of points at the first one or two he does. There is also the not inconsiderable point that the promoters may not be giving up all that much anyway. If the first ten drivers all decide to 'race for a place' (which was more or less what happened at Arena) you haven't really got a *race* anyway. Outright winner of four rounds in a row and top semi-final qualifier Phil White, had this to say:

"I thoroughly approved of the rounds system. Lots of people came to see them and there were lots of cars out too. I think there ought to be ten probably, with a minimum attendance of six rounds however many points you've got. Then, there should be points just for turning up. We can't have people like Stu Jackson and Pete Stevens doing just one round and getting in. Alright, I know they didn't qualify but they might have. I do feel sorry for Neil Facey though. We all know he should be in the World - he goes everywhere, Ireland, the lot - And I'm not just saying that because we both race at Northampton either. Having said all that, I still think the qualifying rounds are the best thing that's ever happened to Hot Rods."

As for the second point concerning people who hardly ever race managing to get into the World, that would be quite adequately covered by a minimum attendance rule. But what about poor old Polley, who has hardly had the sort of crammed racing calendar this season that he would normally enjoy. How does he feel about it?

"Well, we saw this weekend (at Hednesford) how devastating it can be for some people under this system. I mean, here we have a man who went to Hednesford leading the points, and who heads the domestic points table at Northampton, and suddenly, he isn't in the World. So that's naughty for a start. As for myself, I think the defending champion should be made to re-qualify! I know it's always been that the defending title holder doesn't have to bother but I mean, I've done no racing at all this year. I do get p\*ssed off with people asking me, 'How'd you get on at Hednesford' or whatever, and I say well I didn't have to go actually.... The promoters were right about this new system on the whole though. It has brought back the crowds and the drivers, but they've got to stop people just walking in, doing one or two meetings and getting into the World."

For my own part I would just say this: Everybody should know and accept, that you can be put out of this game at any stage. A run of bad luck and you won't make the semis. If anything goes wrong there, you're out, and so on. Or you could just get a flat tyre on the first lap of the World itself - you still ain't gonna win! But I look at it this way: I'm not one of those spending thousands of pounds racing a Hot Rod - those who are should probably decide how they want to do it. The World qualifying system is so close to being perfect, why not make it 100%?

Right, that's enough of that. Let's get on and find out who's boss in '88 and just who it is who will be joining that rather exclusive club of ten....

Graham Brown



There were those who reckoned Jason Dell rather rash to go out in the 'Allcomers' at Arena - he managed to give himself this lot to sort out in a week! Fortunately (with the help of Empress Racing) the car was back in perfect nick for Hednesford, his seventh place finish enabling Jason to join us here today.



Neil Facey - headed the qualifiers with 70 points starting the Hednesford semi, but was still not a World contender at the end of the day....



# SUNDAY 3 JULY

9.45-10.45am

**PRACTICE (National Hot Rod World Final Qualifiers only)**

11.00am

**CARNIVAL GRAND PARADE — ALL CARS**

12.30pm

**RACE 18 SUPERSTOX (2/3 Cars)**

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

12.50pm

**RACE 19 NATIONAL HOT RODS (Support Cars)**

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

1.20pm

**RACE 20 1988 HOT RODS KENT CAMS BRITISH CHAMPIONSHIP**

30 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

1.50pm

**RACE 21 1988 AVON TYRES/KENT CAMS NATIONAL HOT ROD CHAMPIONSHIP OF THE WORLD**

(see page 17)

75 laps

3.00pm

**RACE 22 SALOON STOCK CARS (1/2 Cars)**

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

3.25pm

**RACE 23 1988 F1 STOCK CARS BRITISH CHAMPIONSHIP**

20 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

3.45pm

**RACE 24 SUPERSTOX AVON TYRES CHAMPION OF CHAMPIONS FINAL**

30 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

4.05pm

**RACE 25 ANGLIA TELEVISION NATIONAL HOT ROD SUPER CUP**

30 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

4.35pm

**RACE 26 1988 SALOON STOCK CARS GOLDEN HELMET**

25 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....

5.05pm

**RACE 27 VAN BANGER CARAVAN RACE**

15 laps


1st ..... 2nd ..... 3rd ..... 4th ..... 5th .....  
6th ..... 7th ..... 8th ..... 9th ..... 10th .....



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- 1 July 23, Ipswich
- 2 July 30, Wisbech
- 3 July 31, Yarmouth
- 4 August 4, Aldershot
- 5 August 10, Eastbourne
- 6 August 21, Yarmouth

## ROUND

- 7 August 31, Eastbourne
- 8 September 6, Yarmouth
- 9 September 11, Wimbledon
- 10 September 29, Aldershot
- 11 October 9, Wimbledon
- 12 October 15, Wisbech

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**B Final** - Middle 20 points scoring cars.

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**A Final** - Top 20 point scoring cars

1st = £2000, 2nd = £1000, 3rd = £500, 4th = £200, 5th = £200, 6th = £100.

Highest point scoring cars on pole position in respective Finals.

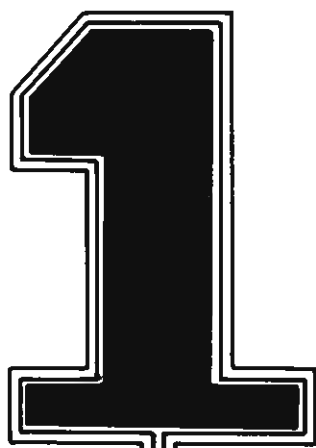
First six cars in A, B and C Finals qualify for Meeting Final, remaining cars to Consolations.

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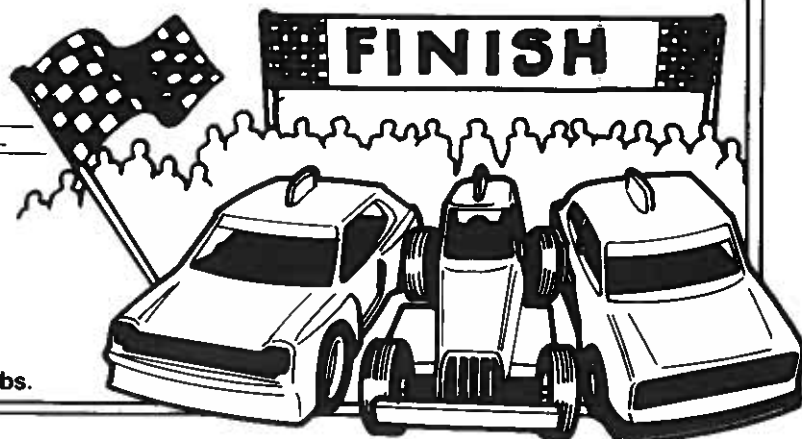
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Tuesday 5th, 8.00pm Wednesday 6th, 8.00pm Thursday 7th, 7.15pm Thursday 7th, 8.00pm Saturday 9th, 7.30pm	YARMOUTH EASTBOURNE ALDRSHOT YARMOUTH WISBECH	Superstox, Saloon Stock Cars and Ministox Plus, GIGANTIC FIREWORK DISPLAY Superstox, Bangers under 2000cc EF Series Round 5 and Ministox, <i>Sponsors: Skinners of Hastings</i> Bangers Wimpey Homes World Final Qualifying Round and Ministox Stock Rods and Bangers £100 Final Charity Meeting in aid of Wisbech First Aid Unit featuring: Bangers under 2000cc, £100 Final and Stock Rods £100 Final. (No Start or Prize Money other than Finals). Hot Rods "East Coast 50" Le Mans Type Start and Saloon Stock Cars Superstox and Stock Rods, plus GIGANTIC FIREWORK DISPLAY Stock Rods and Bangers under 2000cc EF Series Round 6 Superstox and Stock Rods Stock Rods and Bangers £100 Final
Sunday 10th, 7.00pm Tuesday 12th, 8.00pm Wednesday 13th, 8.00pm Thursday 14th, 7.15pm Thursday 14th, 8.00pm	YARMOUTH YARMOUTH EASTBOURNE ALDRSHOT YARMOUTH	
Friday 15th, 2.00pm 7.00pm Saturday 16th, 12.00noon 6.00pm	WISBECH WISBECH	Pit Area Opens Greyhound Race Meeting plus Disco in Carousel Club Practice Commences First Race. Sessions includes:- Saloon Stock Car World Championship Semi Final, Superstox, Ministox and National Hot Rods Saturday Night Disco in Carousel Club - Norfolk Kitchens Bar-B-Que Practice, FEATURING:- 1988 Saloon Stock Car World Championship 1988 Superstox National Championship 1988 Ministox World Championship. 1988 Saloon Stock Car Anglia Television Super Cup 1988 National Hot Rod Sonny Howard Challenge Cup TELEVISED BY ANGLIA TELEVISION & BROADCAST LIVE BY BBC RADIO CAMBRIDGESHIRE
Sunday 17th, 10.00am 12.00 noon	WISBECH First Race.	
Sunday 17th, 7.00pm Tuesday 19th, 8.00pm Wednesday 20th, 8.00pm Thursday 21st, 7.15pm Thursday 21st, 8.00pm Saturday 23rd, 7.00pm	YARMOUTH YARMOUTH EASTBOURNE ALDRSHOT YARMOUTH IPSWICH	F1 Stock Cars and Bangers £100 Final Superstox, Saloon Stock Cars and Ministox, plus GIGANTIC FIREWORK DISPLAY Superstox and Bangers under 2000cc EF Series Round 7. <i>Sponsors: Skinners of Telham</i> Hot Rods Auto Cross Series Round 4 and Saloon Stock Cars Stock Rods and Bangers Wimpey Homes World Final Qualifying Round National Hot Rods Round 1, 8000 Series and Therm-a-stor Double Glazing Series Round 4 plus Saloon Stock Cars National Hot Rod 1988 British Championship Superstox Trophyland Super Cup Superstox and Bangers Superstox, Saloon Stock Cars and Ministox, plus GIGANTIC FIREWORK DISPLAY Stock Rods and Bangers under 2000cc EF Series Round 8. <i>Sponsors: Pats Garage (East Grinstead)</i> Superstox and Bangers Stock Rods and Bangers National Hot Rods Round 2, 8000 Series and BP Series Round 3 plus Saloon Stock Cars National Hot Rods Round 3, 8000 Series and Caister Hot 1000 £1,000 Final, plus Hot Rods East Coast Challenge Cup
Sunday 24th, 2.00pm Sunday 24th, 2.00pm Sunday 24th, 7.00pm Tuesday 26th, 8.00pm Wednesday 27th, 8.00pm Thursday 28th, 7.15pm Thursday 28th, 8.00pm Saturday 30th, 7.30pm Sunday 31st, 7.00pm	NEW. ABBOTT ARENA ESSEX YARMOUTH YARMOUTH EASTBOURNE ALDRSHOT YARMOUTH WISBECH YARMOUTH	
<b>AUGUST</b>		
Tuesday 2nd, 8.00pm Wednesday 3rd, 8.00pm Thursday 4th, 7.15pm Thursday 4th, 8.00pm Saturday 6th, 7.00pm	YARMOUTH EASTBOURNE ALDRSHOT YARMOUTH IPSWICH	Superstox and Saloon Stock Cars, GIGANTIC FIREWORK DISPLAY Superstox, Saloon Stock Cars and Bangers under 2000cc 1988 EF Series Grand Final National Hot Rods 8000 Series Round 4, BP Series Round 4 and Ministox Stock Rods and Bangers £100 Final Hot Rods 1988 East Anglian Championship and Bangers. Ipswich Banger Racing Championship Round 3 <i>Sponsors: Peter Brown Auto Sales</i> Ministox 1988 European Championship 1988 Saloon Stock Car English Championship Superstox, Hot Rods Auto Cross Series Round 5 Superstox, Saloon Stock Cars Thunder-Drome Series Round 1 and Ministox, GIGANTIC FIREWORK DISPLAY. <i>Sponsor: Norfolk Kitchens</i> National Hot Rod 8000 Series Round 5, Ministox and Bangers under 2000cc Bangers £100 Final and Stock Rods, <i>Sponsors: Bentleys Garage, Brookwood</i> Stock Rods and Bangers £100 Final Bangers Wimpey Homes World Final Qualifying Round and F1 Stock Cars 1988 Saloon Stock Car European Championship and Superstox Open Scottish Championship (Qualifying) 1988 National Hot Rod English Championship 1988 Saloon Stock Car European Championship. Superstox Open Scottish Championship 1988 Hot Rod English Championship (50 cars invited) plus Superstox Novice Drivers Championship (No Red or Superstar drivers) Superstox, Saloon Stock Cars and Ministox, GIGANTIC FIREWORK DISPLAY Hot Rods Auto Cross Series Round 6, Bangers under 2000cc and Saloon Stock Cars Thunder-Drome Series Round 2 Superstox and Stock Rods Bangers Wimpey Homes World Final Qualifying Round and Stock Rods National Hot Rods Therm-a-stor Double Glazing Series Round 5, BP Series Round 5, F1 Stock Cars 1988 East Anglian Championship and Superstox Superstox 1988 Supreme Championship National Hot Rods 8000 Series Round 6 and Saloon Stock Cars Thunder-Drome Series Round 3 Superstox, Saloon Stock Cars and Ministox, GIGANTIC FIREWORK DISPLAY Bangers Wimpey Homes World Final Qualifying Round and Superstox Hot Rods and Saloon Stock Cars Thunder-Drome Series Round 4 Stock Rods and Bangers £100 Final Ministox 1988 National Championship Saloon Stock Cars Thunder-Drome Series Round 5 and Bangers under 2000cc 1988 Stock Rod World Championship plus F1 Stock Cars + World Final Fire Work Display Bangers Wimpey Homes World Final Qualifying Round and Stock Rods (white and yellow tops only) 1988 Superstox World Championship, Saloon Stock Cars Southern Championship and Round 5 Thunder-Drome Series, Ministox Arlington Championship Stock Rods Euro Cup - Drivers from 5 Countries taking part (80 drivers invited) - plus Bangers Wimpey Homes World Final Qualifying Round Superstox, Saloon Stock Cars and Ministox, GIGANTIC FIREWORK DISPLAY National Hot Rods 8000 Series Round 7, Ministox and Bangers under 2000cc
Sunday 7th, 11.00am Sunday 7th, 2.00pm Sunday 7th, 7.00pm Tuesday 9th, 8.00pm	TILBURG ARENA ESSEX YARMOUTH YARMOUTH	
Wednesday 10th, 8.00pm Thursday 11th, 7.15pm Thursday 11th, 8.00pm Saturday 13th, 7.30pm Saturday 13th, 6.00pm Sunday 14th, 2.30pm Sunday 14th, 1.00pm Sunday 14th, 7.00pm	EASTBOURNE ALDRSHOT YARMOUTH WISBECH ARMADALE NORTHAMPTON ARMADALE YARMOUTH	
Tuesday 16th, 8.00pm Wednesday 17th, 8.00pm	YARMOUTH EASTBOURNE	
Thursday 18th, 7.15pm Thursday 18th, 8.00pm Saturday 20th, 7.00pm	ALDRSHOT YARMOUTH IPSWICH	
Sunday 21st, 2.00pm Sunday 21st, 7.00pm Tuesday 23rd, 8.00pm Wednesday 24th, 8.00pm Thursday 25th, 7.15pm Thursday 25th, 8.00pm Saturday 27th, 7.30pm Saturday 27th, 7.30pm	ARENA ESSEX YARMOUTH YARMOUTH EASTBOURNE ALDRSHOT YARMOUTH BIRMINGHAM WISBECH	
Sunday 28th, 7.00pm Sunday 28th, 7.00pm Monday 29th, 1.00pm	YARMOUTH WIMBLEDON EASTBOURNE	
Monday 29th, 2.30pm	IPSWICH	
Tuesday 30th, 8.00pm Wednesday 31st, 8.00pm	YARMOUTH EASTBOURNE	

**SPEDEWORTH INTERNATIONAL - THE WORLD'S LEADERS IN OVAL MOTOR SPORT**